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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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(FOR KEY SEE REVERSE)

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ARMY review completed.

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25 YEAR
RE-REVIEW

STATE	#X	ARMY	#X	NAVY	#X	AIR	#X	FBI		AEC						

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A.   ORGANIZATION AND MILITARY TRANSPORTATION

Organizational Breakdown of CGF Transportation Section

a. Water Transport

1. Up to 1953, the Soviet Navy kept a contingent of unknown
    size in Vienna. Personnel of this contingent worked on
    an unknown type of shipping on the Danube River. Replace-
    ments for naval personnel did not come through Chop (N 48-25,
    E 22-11) as did army replacements, but, instead, came through
    the town of Izmail (N 45-21, E 28-46). On leave Soviet
    naval personnel used Chop as an entry and exit point.

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b. Rail Transport

2. [   ] most of the rail transport used by   25X1
    CGF was Soviet property; for example, the Austrian-made
    flat cars used [   ] for repair and rebuild purposes
    were the property of the USSR. [   ] it was   25X1
    possible that some of the military transport used in CGF was
    Austrian.

3. [   ] the Admini-   25X1
    stration of Soviet Property in Austria (USIA-Upravleniye
    Sovietskogo Imushchestva V Avstrii) controlled all Soviet
    rail traffic in Austria.

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B. RAIL MOVEMENT

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5.

6.

Car-Loading Practices

7. Soviet tanks in Austria were normally side-loaded at railroad
stations and end-loaded only when there were special conditions
requiring loading in open fields.⬚⬚⬚⬚⬚ a T-34 tank side-   25X1
loaded in Mannersdorf (N 48-23, E 16-50) directly from a concrete
railroad platform to a wooden flatcar that was level with the plat-
form. The tank drove onto the flatcar from the side, turned on the
top of the flatcar, and nearly wrecked it in the process.

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8. T-34 tanks were loaded⬚⬚⬚⬚⬚ onto small, two-axle Austrian
flatcars. ⬚⬚⬚⬚⬚ there   25X1
was never more than one tank to a flatcar. The tanks⬚⬚⬚⬚   25X1
were put on the Austrian-made flatcars facing the front end of the
train with their turrets turned so that the muzzles of the tank guns
pointed to the rear.

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9.

Loading Stations [1]

Transloading Points

10. ⬚⬚⬚⬚⬚one transloading point. ⬚⬚⬚ was located at
Chop. ⬚⬚⬚⬚⬚military goods were transferred to and from   25X1
USSR trains possibly by Soviet border guard personnel or labor
units. In the vicinity of Chop there were many tracks of both
gauges which ran side-by-side into a large railroad yard and which
were used for the transfer of goods.

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C. MOTOR TRANSPORT

11. ⬚⬚⬚⬚⬚ Soviet Army units usually used motor transport   25X1
only for short-distance moves up to 40 km. For long distance moves,
railroads were used. ⬚⬚⬚⬚⬚because the 13th Mecz.   25X1
Div. was mechanized, it theoretically had sufficient vehicles to
entirely move itself by motor transport; however,⬚⬚⬚⬚
⬚⬚ up to 60 percent of the division's motor vehicles were of World   25X1
War II vintage⬚⬚⬚⬚⬚ were old and worn-out and⬚⬚ any long-
distance movement with these vehicles would not be practical.   25X1

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12. [redacted] motor convoys when the 13th Gds. Mecz. Div.   25X1
Auto School took its students out for practice motor marches.
These convoys usually were made up of various trucks, such as,
Fords, Studebakers, and ZIS-5's.

                                              the distance   25X1
in convoys between trucks varied for different speeds and loads;
the convoys which traveled 35-40 km. per hour had about a 50 m.
distance between trucks and carried only personnel.
        each division had squads out to stop vehicles and check 25X1
drivers for proper documentation.

D. WATER TRANSPORT

13. See paragraph 1.

                                                             25X1
14.

15.

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